

WHAT IS CLAIMED IS:

1. In a motorcycle comprising a front wheel, an engine, and a rear wheel disposed on a vehicle body in this order from the front toward the rear, an exhaust pipe extends rearwardly from the engine, and a muffler is provided at the rear end of the exhaust pipe, a rear structure of the motorcycle comprising:

a vehicle body frame between left and right rear frames positioned above the rear wheel, said muffler being disposed on a rear portion of said vehicle body frame;

a rear portion of the exhaust pipe is connected to the muffler after being disposed near the left rear frame or the right rear frame; and

a space for arranging an on-vehicle component is secured between the rear portion of the exhaust pipe and the right rear frame or the left rear frame.

2. The rear structure of a motorcycle according to claim 1, wherein the on-vehicle component is a key cylinder for opening and closing a seat locking mechanism for detachably engaging a seat with the rear portion of the vehicle body frame.

3. The rear structure of a motorcycle according to claim 2, wherein the vehicle body frame includes a hook plate and said seat includes a hook for selectively mating with said hook plate for securing a rear portion of said seat to said vehicle

body frame.

4. The rear structure of a motorcycle according to claim 2, wherein said seat locking mechanism is a seat catch unit for locking with a striker mounted on said seat.

5. The rear structure of a motorcycle according to claim 4, wherein the seat locking mechanism includes a frame portion attached to a said vehicle body frame, a hook and an engaging member attached to the frame portion, said engaging member being capable of a lateral swinging movement and a tension spring extending between the hook and the engaging member for normally biasing said hook to a closed position for engaging said striker and retaining said seat in a closed position relative to said vehicle body frame.

6. The rear structure of a motorcycle according to claim 5, wherein the hook is a locking member for locking the striker and the engaging member is a lock holding member for engaging the hook in order to maintain the locked state between the hook and the striker.

7. The rear structure of a motorcycle according to claim 6, wherein the tension spring is a resilient member for springing back for maintaining engagement between the hook and the engaging member.

8. The rear structure of a motorcycle according to claim 4, wherein the striker is an angular U-shaped member.

9. The rear structure of a motorcycle according to claim 5, and further including a cable operatively positioned between the key cylinder and engaging member for selectively locking and unlocking said hook from the striker.

10. The rear structure of a motorcycle according to claim 5, wherein the hook includes a first member for engaging said striker and a second member for engaging said engaging member, said engaging member includes a recess formed on an engaging arm for receiving a portion of said second member of said hook and for selectively impartment movement thereto.

11. A rear structure adapted to be used with a motorcycle comprising:

left and right rear frames positioned above a rear wheel, said left and right rear frames being spaced relative to each other;

a muffler being disposed on a rear portion of a vehicle body frame and disposed between the left and right rear frames; and

a space for arranging an on-vehicle component, said space being secured between a rear portion of an exhaust pipe and the right rear frame or the left rear frame.

12. The rear structure according to claim 11, wherein the on-vehicle component is a key cylinder for opening and closing a seat locking mechanism for detachably engaging a seat with the rear portion of the vehicle body frame.

13. The rear structure according to claim 12, wherein the vehicle body frame includes a hook plate and said seat includes a hook for selectively mating with said hook plate for securing a rear portion of said seat to said vehicle body frame.

14. The rear structure according to claim 12, wherein said seat locking mechanism is a seat catch unit for locking with a striker mounted on said seat.

15. The rear structure according to claim 14, wherein the seat locking mechanism includes a frame portion attached to a said vehicle body frame, a hook and an engaging member attached to the frame portion, said engaging member being capable of a lateral swinging movement and a tension spring extending between the hook and the engaging member for normally biasing said hook to a closed position for engaging said striker and retaining said seat in a closed position relative to said vehicle body frame.

16. The rear structure according to claim 15, wherein the hook is a locking member for locking the striker and the engaging member is a lock holding member for engaging the hook in order to maintain the locked state between the hook and the striker.

17. The rear structure according to claim 16, wherein the tension spring is a resilient member for springing back for maintaining engagement between the hook and the engaging member.

18. The rear structure according to claim 14, wherein the striker is an angular U-shaped member.

19. The rear structure according to claim 15, and further including a cable operatively positioned between the key cylinder and engaging member for selectively locking and unlocking said hook from the striker.

20. The rear structure according to claim 15, wherein the hook includes a first member for engaging said striker and a second member for engaging said engaging member, said engaging member includes a recess formed on an engaging arm for receiving a portion of said second member of said hook and for selectively impartment movement thereto.